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June 28, 2023

William J. Brown, P.E., Regional Engineer
Federal Energy Regulatory Commission
3700 Crestwood Parkway NW, Suite 950
Duluth, GA 30096

Subject: Dominion Energy South Carolina, Inc.
Saluda Project P-516, NATDAM No. SC00224

RE: Saluda Sheet Pile Parapet Wall Status

Dear Mr. Brown:

As discussed during our virtual meeting with you and your staff on June 26, 2023, Dominion Energy South Carolina, Inc. (DESC) is providing this status update on the sheet pile parapet wall adjacent to S.C. Highway 6 on the upstream side of the Saluda Dam. Several sections of the wall tilted in the upstream direction after heavy rainfall on June 21 and 22. This caused the adjacent concrete curb and gutter to settle as well thus inducing settlement and cracking of portions of the Highway 6 pedestrian walkway pavement. This resulted in DESC and the S.C. Department of Transportation (SCDOT) to close the northern half of the walkway until repairs can be made. An initial report of this condition was made by phone and e-mail to Mr. Shae Hoschek of your office on June 22, 2023. In accordance with your letter dated June 27, 2023, a Part 12.10(a) incident report will be submitted to your office by July 11, 2023. In the interim, SCDOT and DESC are taking the following steps to mitigate any further damage to the walkway and parapet wall:

1. SCDOT has removed the most heavily damaged sections of concrete curb and gutter and asphalt paving in the walkway area.
2. DESC is proceeding with the ongoing work on the upstream riprap on the dam by placing riprap against the wall as originally planned.
3. SCDOT has engaged a general contractor to perform work to restore the subgrade and provide a competent base for replacing the curb and gutter and walkway pavement. Generalized repair sequences for damaged areas where portions of the curb and walkway were removed and areas where only rotation (without curb or walkway distress) of the sheet pile has been observed, and a generalized inspection sequence for areas without wall rotation and damage are provided below.
4. DESC has engaged a geotechnical consultant who has met on site with SCDOT engineers and virtually with you and your staff on June 26, 2023. He will be reviewing all repair plans and will also perform stability calculations for the parapet wall to determine if additional stabilization measures are needed after the initial incident mitigation activities are completed.

During the June 26, 2023 site meeting DESC, the SCDOT and their proposed repair contractor, and DESC's dam safety consultant reviewed the site conditions exposed after the walkway and gutter demolition was performed the previous weekend. Based on the observed site conditions, the following repair and inspection plan was developed to restore the damaged areas to pre-storm conditions and to inspect areas not damaged.

For the areas where curb, gutter and concrete bases were removed, the repair sequence will be:

1. Inject the polyurethane grout in the gap between the soil/concrete and the sheet piles (gap observed to be 5 feet deep in some areas).
2. Confirm the gap is filled.
3. Place lightweight flowable fill (lightest standard mix available) in maximum 1-foot thick lifts in areas where the curb, gutter, and concrete were removed.
4. After establishing subgrade for standard SCDOT gutter, place gutter with sufficient cross slope to drain to existing drain holes (if possible).
5. Add drain holes as needed if gutter can't be constructed with sufficient cross slope to existing drain holes.
6. Provide flexible top sealant/crack sealant at gutter/sheet pile interface, interface between existing curb not removed and asphalt and in existing cracks in pavement.

For areas where only separation was observed and no demo was performed, the repair sequence will be:

1. Inject the polyurethane grout in the gap between the soil/concrete and the sheet piles (gap observed to be full orange probe rod depth in some areas).
2. Confirm the gap is filled.
3. Provide flexible top sealant/ crack sealant at gutter/sheet pile interface, interface between existing curb not removed and asphalt and in existing cracks in pavement.
4. Check to make sure surface water does not pond in gutter and add drain holes as needed.

For the areas south of the tramway, the inspection and repair as needed sequence will be:

1. Clean surface to allow interface between sheet piles and gutter to be inspected as well as the seam between the curb and gutter.
2. In areas where a gap between sheet pile and surface is observed, fill gap with polyurethane grout.
3. Provide flexible top sealant/crack sealant at gutter/sheet pile interface, interface between existing curb and asphalt, and in existing cracks in pavement.

DESC and our consultant have reviewed the work plans summarized above and do not believe they present dam safety concerns. DESC intends to remain closely engaged with the SCDOT throughout this process and will work with them to ensure that repair and mitigation work do not compromise the safety of the Saluda Dam or other Project structures.

DESC will monitor the parapet wall by the following measures:

1. Daily and post rainfall visual inspection of the wall, riprap placement activity, and walkway area.
2. Weekly and post rainfall readings of the piezometers located in the walkway.
3. Weekly and post rainfall offset and gap measurements at previously marked points on the wall to detect additional movement.
4. Perform a survey of the wall in its current state and compare to previous survey data.
5. Frequent monitoring of repair activities to the walkway by SCDOT and their contractor.

6. Site visits by DESC's consultant at intervals appropriate to the activities underway at the time.

If you have questions regarding this submittal, please contact the undersigned at 803-217-7322 or raymond.ammarell@dominionenergy.com.

Sincerely,

Raymond R. Ammarell, P.E., Manager
Dam Safety Hydro Compliance
Chief Dam Safety Engineer (South Carolina)

RRA/ra

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